They Farned \$22,000,000 Last Year Outstanding Securities Reduced by the Plan-Stockholders Will Vote on It Sept. 30-Deal Long Rumored.

The directors of the American Tobacco Company, the Consolidated Tobacco Company and the Continental Tobacco Company, acting separately, have called meetings of the stockholders of those companies to be held on Sept. 30, to adopt or reject a plan for the merger and consolidation of the three companies into a company to be called the American Tobacco Company. Such a merger will be one of the largest ever accomplished in this country. It will be remarkable in that the stocks and bonds of the new company will represent \$110,000, 000 less than the stocks and bonds of the three companies merged.

W. W. Fuller, general counsel of the tobacco companies, gave out this statement yesterday about the proposed merger:

"The success of the Consolidated Tobacco Company, and of the American Tobacco Company and Continental Tobacco Company since the formation of the Consolidated Tobacco Company and the consequent addition, first, of \$30,000,000, and then of \$10,000,000 additional cash to the working capital of these companies, has been very great. It is believed that a merger of the three companies into one company would work to the increased security and simplification of the whole investment and business, as well as economy of manage-

"A plan has been devised for this purpose which recognizes existing priorities on the earnings and assets of the respective companies, and which, it is thought, is also otherwise fair and just in its treatment of respective holders of the stocks and bonds of the three companies.

"The stocks and bonds of the three companies now outstanding comprise: \$14,-000,000 American 8 per cent. non-cumulative preferred stock; \$48,844,600 Continental 7 per cent. non-cumulative preferred stock, of which \$16,767,100, at par is held in the treasuries of the American and Consolidated companies; \$157,378,200 Consolidated 4 per cent. fifty year gold bonds; \$40,000,000 Consolidated common stock; \$54,500,000 American common stock, of which the Consolidated holds \$54,274,550, leaving \$225,450 held by others, and \$48,846,100 Continental common stock, of which the Consolidated holds \$48,829,100, leaving \$17,000 held by others.

"It is proposed that in the merger of the three companies the preferred stocks be converted into 6 per cent, forty year gold bonds. Under the merger statute of New Jersey 6 per cent, is the maximum interest which bonds issued in the act of merger ean bear. In order to equalize the income from these 6 per cent. bonds with the income heretofore derived by the holders of the preferred stocks, it is proposed that the conversion of preferred stocks into bonds be at the rate of \$116 2-3 of bonds for each share of Continental preferred stock, and \$133 1-3 of bonds for each share

of American preferred stock. "The Continental preferred stock held by the American and Consolidated companies, amounting at par to \$16,767,100, will be cancelled upon the merger, and the bond issue will therefore amount to \$56,-090,416, or a decrease in the face value of

090,416, or a decrease in the face value of these first securities of \$6,754,183, and a decrease in annual interest charge, as compared with the present dividend charge, of \$1,173,697.

"It is proposed to convert the stock of Consolidated Tobacco Company (\$40,000,000) and the American common stock and Continental common stock not held by Consolidated Tobacco Company (\$22,450) into common stock of the new company at par.

"It is proposed as an essential part of the plan that the holders of one-half of the Consolidated Tobacco Company 4 per cent. "It is proposed as an essential part of the plan that the holders of one-half of the Consolidated Tobacco Company 4 per cent. bonds exchange such bonds for 6 per cent. cumulative preferred stock of the new company at par, leaving such 4 per cent. bond issue subject to the prior lien and charge of the 6 per cent. bonds as against the earnings and assets of the new company, but converting these bonds into the direct obligation of the operating company, and reducing by one-half the amount of the 4 per cent. bonds outstanding, so that the bonds outstanding will be \$78,889,100.

"This exchange of half of the Consolidated bonds outstanding for 6 per cent. preferred stock of the new company will be effected by an agreement which has already been signed by the holders of half of the bonds that they will take in exchange for their bonds, at par, either 6 per cent. preferred stock or bonds to the extent of not over 50 per cent., so that the bondholders who have not signed the agreement may have an option of taking their holdings either in the bonds or partly in bonds and partly in preferred stock.

"The consummation of this plan will make the outstanding securities of the new company, in the order of their priority: \$56,090,416 6 per cent. gold bonds; \$78,689,100 6 per cent. Provision is made in the plan for additional common stock. Provision is made in the plan for additional common stock."

rion stock. Provision is made in the plan for additional common stock."

On the basis of the combined income of

the three companies last year (\$22,228,182), it is figured that the readjustment proposed will leave \$10,993,847 applicable to dividends will leave \$10,993,847 applicable to dividends on the \$40,242,450 of common stock.

The recent activity in the securities of the tobacco companies in the Stock Exchange foreshadowed the proposed plan of reorganization. Among the prominent directors of the present companies, who will, of course, have equal interest in the new company, are Thomas F. Ryan, Anthony N. Brady, James B. Duke, Grant B. Schley and P. A. B. Widener.

RECEIVER FOR LAMAR HOUSE, And A. G. Spalding Must Have an Injune-

tion Dissolved Before Getting It. Judge Holt of the United States District Court appointed George C. Comstock yesterday receiver in bankruptcy of the assets of Bernard Smith of 225 West Fifty-seventh street, brother-in-law of David Lamer. It was stated in the proceedings that Mr. Smith's liabilities are \$110,000. His assets were given as the Lamar house at Seabright, N. J., valued at \$100,000, and now the subject of litigation over there; also horses and carriages on the place, of which the Sheriff has threatened to dispose. the Sheriff has threatened to dispose. The appointment of a receiver here puts another phase on the litigation in New Jersey, where every effort has been made by David Lamar to keep this property from passing into the hands of A. G. Spalding, the purchaser at the ecent foreclosure sale. Judge Holt, in appointing the receiver, also granted an order temporarily restraining the Sheriff of Monmouth county from conveying title to the property to the purchaser.

FINANCIAL NOTES.

According to estimates of the known move-According to estimates of the known movements of money during the week, as printed in Wall Street yesterday, the banks will show in their weekly statement to-day a cash loss of between \$7,000,000 and \$8,000,000.

Wall Street was interested yesterday in a report that the earnings of the United States Steel Corporation for the present quarter would be about \$18,000,000. If this estimate is realized the earnings will be only \$1,400,000 less than those of the last quarter, which prompted the directors to declare the regular 7 per cent. dividend on the preferred stock.

The directors of the Safety Car Heating and Lighting Company, which does an important business in equipping cars with heating and lighting apparatus, have declared the regular quarterly dividend on the company's \$5,000,000 stock, but have dropped the extra 1 per cent. dividend usually declared each quarter.

GOSSIP OF WALL STREET.

The highest quotations of the day, and for some stocks the most advanced prices that have been reached on this movement so far, were made in the last few minutes of trading yesterday. The buying orders came in so rapidly in the final quarter of an hour that there were hardly enough brokers to attend to the business, and at the close the ticker was about four minutes be-hind the market, so active had been the trading in the ten or fifteen minutes preceding. An aggressive demonstration on the long side of the market at the close of an active session, especially if it has been suspected during the day that stocks were being distributed, rarely fails to have a reassuring effect upon speculative sentiment. A bull crowd will sometimes waft until almost 3 o'clock and then bid prices up furiously all around, thereby closing the market strong without being called upon to take a large quantity of stocks. If sentiment is properly responsive, buying orders accumulate for the opening on the following morning and a still higher range of quotations is made.

There was a strong and animated opening yesterday morning, and transactions in the first hour approximated 365,000 shares. This was the heaviest hour's business transacted at any time since this advance began three months ago. The day's total transactions approximated 1,000,000 shares. Evidence of a further distribution of stocks was not wanting, but the capacity of the market for tak-ing stocks continued to be a subject of ening stocks continued to be a subject of enthusiastic comment. As on Thursday, speculative houses which have been prominent
on the long side of the market took profits
freely in the forenoon, and in the afternoon
bought back some of the same stocks and
more of others, so that they were considerable buyers on balance for the day. A house which was reported at noon to have sold 50,000 shares of various stocks since the opening found at the close of the day that it had bought on balance. Its experience was

The highly speculative nature of a large The highly speculative nature of a large proportion of the daily transactions in this market can hardly be appreciated by those who do not know how heavily a certain element in Wall Street will speculate upon mere impulse. The word of a broker representing any one of five or six of the leading specuany one or nive or six of the leading speculative houses is not much esteemed if by merely reporting from the floor that a stock ought to be bought or sold forthwith he fails to bring in anywhere from 1,000 to 10,000 falls to bring in anywhere from 1,000 to 10,000 shares of business offhand. On Thursday the ficor member of a house which has a bid trading clientels happened to be watching Reading. He thought traders were selling the stock short rather too freely at 67, and sent word to his office that Reading was a quick purchase. In the next half hour he bought 10,000 shares of Reading on specu-lative orders from his clients. Some of the stock came back on the market yesterday forencon and was repurchased later, pre-sumably on some fresh impulse. This is but one incident in the business of one house.

There is a large semi-professional bull element in the market that is trading on

In the loan department yesterday fore on there was a somewhat more active borrowing demand for stocks for delivery on Thursday's sheets. A Western house which has been very active in the market of late and another house supposed to be acting for it were large borrowers. There was a good inquiry for Reading Southern Batt good inquiry for Reading, Southern Rail-way, St. Paul and one or two other stocks n which a Western crowd has been operating heavily. There was not much of a demand for Steel preferred.

It is expected that the Government's re-It is expected that the Government's report on corn, giving the condition of the crop as it was on Sept. 1, will be rather more favorable than the private reports now being received from H. V. Jones, who is personally in the fields and whose advices to Watson & Co., while not yet very definite, are much less sanguine as to the yield than Wall Street has been all along. There has been no effort in this quarter to create a so-called "corn scare." Anything that has been done in that direction must have originated elsewhere. The reports that have been received this week from Mr. Jones have not been offered for publication. publication.

The subsidence of speculation in the Harriman stocks, which has been a conspicuous feature of the market since Wednesday, and the greater prominence of stocks having benking support of another origin, notably Reading, Erie, Southern Railway, Steel preferred and even New York Central, which advanced 1 per cent. yesterday, would seem to support the belief that for several days at least the market has been dominated by a new group of financial interests. The by a new group of financial interests. The so-called Morgan stocks have been more or less prominent throughout the advance, but more prominent this week than at any time previously. Union Pacific, on a nominal volume of transactions, suffered a maximum decline yesterday of 1 per cent. to 99%, and closed at a fractional net decline, while Southern Pacific, after having hear while Southern Pacific, after having been heavy all day, closed at a fractional net gain. Southern Pacific preferred, on small trans-actions, declined % per cent.

The idea that interests friendly to the Rock Island had got control of the Chicago and Alton was made to serve as a strong bull argument on Rock Island common, which on a large volume of trading advanced 13% per cent. across 30 and closed at the top. Gates & Co. were said to be heavy buyers of the stock on this further advance, and continued buying for Landon account was rethe stock on this further advance, and con-tinued buying for London account was re-ported. It is said that London has bought possibly 100,000 shares of the stock in the last few weeks. There has not yet been any tangible evidence of any inside support of this movement in Rock Island. Brokers who would ordinarily act for the Rock Island party have not participated in recent transparty have not participated in recent trans-actions. The buying, for all that, has had the appearance of being very strong, and if the movement is not receiving inside support it is at least not being officially discouraged. There is reason to believe that the aged. There is reason to believe that the inside interests accumulated a lot of the stock quietly on a lower level. Traders have a great fanoy for Rock Island common for two reasons. It is a low priced stock, for one thing, and, more important still from the traders' point of view, it fluctuates in eighths, the market being very free. It has been the ambition of the Rook Island people to make this common stock a favorite speculative

The surprise concerning control of Chicago and Alton has led to no endfof speculation. In the events leading up to this situation there have been a number of strange twists. there have been a number of strange twists.
If it is true that interests affiliated with the
Rock Island have got control of the property,
as it seems that they have, there are some
shrewd observers who will think that they got it rather too easily.

Reading common sold yesterday at 70, the highest price yet reached on this advance, It had a volume of more than 140,000 shares. Brokers who had small orders to execute in the stock around 70 complained that the trading had become so furious that one with trading had become so turious that one with an order for only a few hundred shares could get no hearing at all. Wolf Bros. bought 5,000 shares at 70. Philadelphia houses are still said to be buying the stock. The prediction now is that it will sell at 75. There is talk of a deal between the Reading and the Erie. All of the coaler stocks, but especially these two, have been the objects lately of much "tipping." The original predictions made on Reading have nearly all been realized. Many of the original bulls in this movement many of the eriginal bulls in this movement sold out on a lower level and have since been losing money on the short side of it. It is now said that a good deal of the unfavorable comment on Eric which was heard at about the time the voting trust expired was put out to facilitate accumulations of the stock on a lower level. It was remarked when so much bearish stuff was in circulation that none of Erie's friends stood up to deny it. The stock

seemed to have no friends. It is believed that a prominent Western clique has lately been getting whipsawed in the market. The impression is that it sold out its long stocks too soon and followed up its realising with some heavy short selling which has been anything but profitable. MONEY AND EXCHANGE.

Money on call, 1601 per cent.; last loan, 16 per cent.; ruling price, 1 per cent. Time money quoted at 2022 per cent. for sixty to ninety days and 35 per cent. for four, five and six months. Commercial paper is quoted at 4 per cent. for prime single names and bills receivable; other names, 500 per cent.

and Dilis receivable; other names, 5265 per cent.

The decline in the foreign exchange market which has been in progress for the last week received a check to-day, the inquiry for remittance being fully equal to the supply of bills. Sight sterling rates advanced about 5 points. Posted rates were quoted at \$4.85/ for long bills and \$4.88 for short. Actual rates: Long bills, \$4.8455284.8460; sight drafts, \$4.8705284.8710; and cable transfers, \$4.8755. Francs were quoted at 5.18% for long and 5.17% less 1-32 for short. Reichsmarks were quoted at 94 15-16 for long and 95% for short. Guilders were quoted at 40 1-16 for long and 40% for short.

Domestic exchange on New York: Bos-

40% for short.

Domestic exchange on New York: Boston—10c. discount. Chicago—25c. discount. Charleston—Banks, buying, 25c. premium. Cincinnati—35c. to 40c. discount. Montreal —31%c. discount. New Orleans—Commercial, 75c. discount; banks, 65c. to 60c. discount. Pittsburg—25c. premium. St. Paul—50c. discount. Louis—ville—35c. to 50c. discount. San Francisco—65c. premium. St. Louis—30c. to 40c. discount.

count.

Money in London, 1\(\)@1\(\) per cent. Rate of discount in open market for short and three months bills, 2\(\)@2\(\) per cent. Consols for money closed at 85 7-18 and for the account at 88 9-18. Paris advices quoted 5 per cents at 98 francs 70 centimes. The private rate of discount is 1\(\) per cent. Exchange on London 25 francs 23\(\) centimes. Berlin advices quote exchange on London 20 marks 43\(\) pfgs. The private rate of discount is 2\(\) per cent.

The weekly extempent of the Imperial

2½ per cent.

The weekly statement of the Imperial Bank of Germany shows the following changes; Cash on hand decreased 15,-589,600 marks, Treasury notes decreased 400,000 marks, other securities decreased 24,400,000 marks, notes in circulation decreased 9,340,000 marks.

New York Clearing House statement: Exchanges, \$215,624,540; balances, \$9.824,697; Sub-Treasury credit balance, \$911,853. Commercial price of bar silver in New Commercial price of bar silver in New York, 66%. Bar silver in London closed at 26.8-16d. Mexican silver dollars were quoted at 45%. at 45% o.

RAILBOAD BARNINGS

1	RAIDROAD BARNINGS.						
J	Ann Arbor:	200					
-1		1904.	1903.	Ch	anges.		
1	Month Aug		\$170.084	Inc.	\$1,029		
	From July 1		832,15 5				
П	Pion July I	201,010		2000			
п	Ohioago Termin	IMI ITAU	alet.				
1	4th week Aug	\$44,874	\$45,579				
1	Month	131.857	141,298	Dec.	9.439		
1	From July 1	258,111		Dec.	28,706		
н	Illinois Central:	200,111	,				
			\$3,971,103	7			
4	Month Aug		\$3,8/1,103	Ino.			
н	From July 1	7,888,002	7,793,306	Ino.	90,296		
П	Southern Indian	IA:					
3	Month Aug		\$103,326	Ino.	\$16,843		
	From July 1	222 004			22.348		
			200,000	100.	22,023		
1	Wisconsin Centr	MI:					
	1st week Sept	\$131,500	\$125,006	Ino.	3,495		
	From July 1	1.303.246	1,852,500	Dec.	49,254		
	ROCK ISLAND.						
	The Rock Island system reports for July:						
		1004	1909	Ch	annes.		

Gross earnings...\$3,033,998 \$3,987,780 Dec. \$903, 782 Op. exp. & taxes. 2,289,921 2,786,690 Dec. 456,769 Net earnings... \$784,077 \$1,211,090 Dec. \$447,013

Surplus......\$2,574,694 Surplus...... \$2,034,294

Net earnnigs...\$1,088,826 \$888,165 Inc. \$250,661 CENTRIAND, GINGINNATL CHICAGO AND ST. LOUIS.
The Cleveland, Cincinnati, Chicago and St. Louis
Railway Company reports for July:
1904. 1905. Changes.

Gross earnings....31.764.084 \$1,800.383 Dec. \$86.109
Oper. expenses... 1.245.785 1.852,705 Dec. \$65.921 Net earnings.... \$518,300 \$527,544 Dec. \$0,348 Fixed charges..... \$06,189 \$02,018 Inc. \$6,171 Surplus \$212,107 \$225,528 Dec. \$18,419

ANN ARBOD. The Ann Arbor Railroad Company reports for Oroas earnings..... 1904. 1903. Changes. Oper. expenses..... 114,577 141,509 Dec. 28,682 Net earnings.... \$39,248 \$30,672 Inc. \$8,576 Other income.... 632 526 Inc. 106 Total income.... \$39,890 \$31,198 Inc. \$8,682 harges..... 26,857 44,086 Dec. 17,229 Surplus...... \$13,023def\$12,888 Inc. \$25,911 CHICAGO TERMINAL TRANSFER. The Chicago Terminal Transfer Reliroad Com-Gross earnings.... \$126,708 \$142,854 Dec. \$16,181 Oper. expenses.... \$7,878 77,488 lno. 10,418 Net earnings..... \$38,827 \$65,871 Dec. \$26,544

1	Gross earnings
	Net earnings \$407,458 \$722,702 Dec. \$225,244
	DAILY TREASURY STATEMENT.
	WASHINGTON, Sept. 8.—The cash statement of the receipts and expenditures of the Treasury shows: This day. This month. Fiscal year. Receipts\$2,179.237 \$18,299,581 \$104,999,380 Expenditures. 1,810,000 12,950,000 128,590,719
١	Expenditures. 1,810,000 , 12,950,000 128,890,719
	Surplus \$309,237 \$349,881 def.\$23,401,858 The receipts from customs to day were \$1.078,834; from internal revenue, \$1.047,491; miscellaneous, \$53,211. National bank notes received for redemp- tion, \$002,438. The cash statement of the United States Treas- urer for Sept. 9 shows:
	RESERVE PUND.
d	Gold coin\$180,000,000
	Held against notes and certificates issued\$1,010,860,969
8	Gold poin and bullion
	Gold certificates. 28.414.2784 Gold certificates. 28.314.630 Standard silver dollars 15.288,705 Silver certificates 5.619.205 Silver buillon 2.138,727
	United States notes. 12,800,677 National bank notes 19,117,844 Subsidiary silver and minor coin 12,800,677
1	Subsidiary silver and minor com
	Total
	Total
	Cash balance

SUB-TREASURY TRANSACTIONS. THURSDAY. Paid by Sub-Treasury to banks. \$3,112,000 Paid by banks to Sub-Treasury. \$,923,000 Loss to banks on day's transactions.... \$811,000

Receipts of beeves were 1,78 head, including 64 cars for export alive, 20 for slaughterers and 25 for the market, making, with the cattle held over yesterday, 24 cars on sale. The market opened firm to a shade higher for steers, steady for bulls; fat cows strong; others dull; the yards were cleared, but the market closed quiet. Common to prime native steers sold at \$4.10@\$5.75 per-100 lbs.; oxen and stags at \$3.40@\$4.50; bulls at \$2.25@\$5.50; cows at \$2@\$5.75. Liverpool and London cables quoted live cattle lower at 9@12c. per lb., tops, 12½c., dressed weight; relator beef selling at 9c. per lb. Exports to-day, none; to-morrow, 945 beeves, \$0 sheep and 7,800 quarters of beef.

Receipts of calves were 257 head, including 140 for butchers and 117 for the market, making, with the stale stock, 172 head on sale. Prime veals were steady; others weak; grassers and butter-milks nominal; Westerns dull; half a car unsold. Common to choice veals sold at \$5.60. Even be. The country dressed at \$6114cc. dressed grassers and buttermilks at \$4.50. Dressed calves slow. City dressed veals sold at \$4.50. Dressed calves slow. City dressed veals sold at \$4.50. Dressed calves slow. City dressed veals sold at \$4.50. Dressed calves, making, with the stale stock, 20 cars on sale. Sheep and good lambs were \$.519 head, including 3 cars for alsughterers and 22 for the market, making, with the stale stock, 29 cars on sale. Sheep and good lambs were steady; common and medium lambs very slow; 6 cars were steed sold at \$6.00. Pressed and \$6.00. Prime sheep sold at \$4.50. Dressed mon to prime lambs at \$5.50. Dressed mutton allow at \$6.80. per lb.; dressed lambs at \$6.50. Dressed mutton allow at \$6.80. per lb.; dressed lambs at \$6.50. For the market, making, with the stale stock, as cars on \$6.50. Dressed mutton allow at \$6.80. per lb.; dressed lambs at \$6.50. For the market, making, with the stale stock, as cars on \$6.50. Dressed mutton allow at \$6.80. per lb.; dressed lambs at \$6.50. cults at \$6.50. for the market, making, with the stale stock Live Stock Market.

INTRUDER IN STOCK BROKING.

Never Man More Surprised Than He When

ing at the cry, set upon the well dressed intruder.

Two brokers, who through long practice have acquired dexterity at this, each thrust a forefinger in the man's collar and ripped it, with his neck scarf, quite away. Two others, whose specialty is the summary removal of coats of intruders, proved their skill, and the man, beset with fear at his reception, fied from the crowd to one of the telephone booths en the floor, in which he endeavored to lock himself.

The booth was rocked to and fro by the surging crowd of exchange members, until the man, fairly frightened, burst out of it and finally fought his way through the frolicsome crowd to the door and to Broadway. He was last seen speeding up Broadway hatless, collarless and coatless, with unmoored suspenders tripping him now and then as he fied, but with no apparent effect on his speed. The brokers, satisfied at this rebuke to one invading their sanctuary, returned to stocks.

GOULD ROAD FROM SEA TO SEA. New Western Pacific Carries the System From the Atlantic to the Pacific.

Announcement of the election of President Edward T. Jeffrey of the Denver and Rio Grande Railroad to the directorate of the Western Pacific Railroad Company has confirmed the belief long held in Wall Street that the Gould interests are behind the Western Pacific, which was organized to build a road from San Francisco to Salt Lake City. Through the Western Pacific the Gould system will stretch from the Atlantio to the Pacific. The various links are the Wabash, Missouri Pacific, Denver and Rio Grande and the Western Pacific.

The Western Pacific was organized in Utah more than a year ago, with San Francisco men as the popular projectors. cisco men as the nominal projectors. Ter-minals were purchased in San Francisco, and several short roads in California useful

and several short roads in California useful as links in the line, which is to run through Beckwith Pass, were secured.

The Gould representatives, by inference, at least, denied having any interest in the new line, but this denial was looked upon as merely technical, especially when in February last the Western Pacific made a mortgage for \$50,000,000 to the Bowling Green Trust Company of this city, in which the Goulds are prominent.

It is understood that since George Gould's visit to the Pacific Coast, in company with Mr. Jeffrey and other heads of the Gould railroad last spring, work toward getting the new road under way has been quietly proceeding through purchase of rights of way, terminal properties and small roads. The new road will meet the Denver and Rio Grande near Thistle, at the south end of Salt Lake, thus completing the first transcontinental line under one control. as links in the line, which is to run through

STOCK PROFITS ASTRAY. Successful Trader on the Curb Not

Around to Claim Them. Curb brokers were trying to find out vesterday the name of a man who appeared in the outside market on Thursday and carried through some transactions in Interberough Rapid Transit stock, but failed to turn up yesterday to complete his trades. Several of the brokers with whom the stranger had dealings were able to make satisfactory comparisons to-day, but a number were not, and sold him out as a result.

result.

The absentee's purchases of Interborough on Thursday showed him a profit of enquarter of a point on each 100 shares. This led to even more wonderment, since very few of the curb brokers absent themselves when there are profits of any degree to be constructed. garnered.

MARINE INTELLIGENCE.

MINIATURE ALMANAO-THIS DAT. Sun rises......5:34 | Sun sets......6:19 | Moon sets... 6:56 HIGH WATER—THIS DAY. Sandy Hook . 7:37 | Gov. I'd.......8:09 | Hell Gate.....10:02

Arrived-PRIDAY, Sept. & Arrived—PRIDAT, Sept. &
Ss. Citta di Torino, Genos. Aug. 28.
Ss. Montevideo, Naples, Aug. 28.
Ss. Montevideo, Naples, Aug. 28.
Ss. Algeria, Le ghom, Aug. 21.
Ss. Eansas City, Bristol, Aug. 18.
Ss. Selma, Sourabaya. June 24.
Ss. Monterey, Vera Cruz., Sept. 1.
Ss. Prins Willem V., Paramaribo, Aug. 18.
Ss. Niagara, Havana, Sept. 6.
Ss. El Valle, New Orleans, Sept. 4.
Ss. Col. E. L. Drake, Port Arthur, Tez., Aug. 28.
Ss. Goldsboro, Philadelphia, Sept. 4.
Ss. North Star, Portland, Sept. 5.

ARRIVED OUT. Ss Potsdam, from New York at Rotterdam. Ss Friedrich der Grosse, from New York as Se La Bretagne, from New York at Havre.

SAILED FROM POREIGN PORTS. 5s Arabic, from Liverpool for New York. Ss Furnessia, from Moville for New York.

OUTGOING BEZAMSHIPL 8 00 P M

Nueces, Galveston	800 P M					
INCOMING STRANSHIPS.						
Dus To-d						
Kansas City Sav. El Monte Gali Cedric Liv. Etruria Liv. La Touraine Hav. Columbia Gias Orizaba Nas. Comanche Jaci	erpool					
ConchoGalv	eston Sept 5					
Due Monday, Sept. 12.						
Noordam Rot Finland Anti Indrasahma Gibi Caracas La G El Rio. Gal City of Atlanta Sav Proteus Due Tuesday S	terdamSept. 8 werpSept. 8 saltarAug. 29 duayraSept. 6 sannaliSept. 6 v OrleansSept. 9					
Kronnring Wilhelm Brei	men					
Grosser Kurfuerst Bree Mesaba Lon Cevie Live Jesserie Alg Altal Kin Morro Castle Hav Lampasas Gal	men Sept. 3 don Sept. 3 erpool Sept. 3 erpool Sept. 3 lers Aug. 28 gston Sept. 7 ans Sept. 7 veston Sept. 7					
Due Wednesday, Sept. 14.						
Oceanic Live Patricia Han Stellia Gibi Finance Colo Cearense Barr El Dia Galv	nburgSept. 8 raltarAug. 81 nSept. 7 badosSept. 7					

Court Calendars This Day. Appellate Division—Supreme Court.—Recess.
Supreme Court.—Special Term.—Part II.—Court opens at 10:30 A. M. Ex parte matters.
Surrogates' Court.—Chambers.—For probate—Will of Mary McKenna, at 10:30 A. M.
City Court.—Special Term.—Court opens at 10 M. Motions.

NOTICE TO TAXPAYERS.

Never Man More Surprised Than He When
Discovered on the Exchange Floer.
The routine of trading on the Consolidated Stock Exchange yesterday morning was interrupted temporarily while the brokers spent a few joyous minutes in hazing a stranger who found his way to the floor of the exchange. In some way or other the stranger, who was rather a dandy in appearance, passed the guards at the door and at the inner railing of the exchange and wandered carelessly down the floor until he reached the Union Pacific trading post.

At this point one of the brokers discovered the stranger and raised the gleeful battlecry "New Tennessee!" which, while of somewhat mysterious origin, means quite simply that some one is to be thrown out forthwith. In all quarters of the exchange the brokers abandoned trading, and, rallying at the cry, set upon the well dressed intruder.

Two brokers, who through long practice have acquired dexterity at this, each thrust a forefinger in the man's collar and ripped it, with his neck soarf, quite away. Two others, whose specialty is the summary removal of coats of intruders, proved their skill, and the man, beset with fear at his reception, fled from the crowd to one of the telephone booths on the floor, in which he endeavored to lock himself.

The booth was rocked to and fro by the surging crowd of exchange members, until the man, fairly frightened, burst out of it and finally fought his way through the

is located.

Checks should be mailed as soon as possible after
the bills have been received by the taxpayer.

All bills paid during October must be rebated before payment.

DAVID F. AUSTEN DAVID E. AUSTEN, Receiver of Taxes.

NOTICE.

The Union National Bank of Weymouth, located at Weymouth, in the State of Massachusetts, is coloning up its affairs, its corporate existence having expired at the close of business on the twenty-sixth day of July, 1904.

All note holders and other creditors of said Association are therefore hereby notified to present the notes and other claims against the Association for payment.

HENRY A. NASH, JR.,
Cashier. Dated July 28th, 1904.

PROPOSALS.

PROPOSALS.

PROPOSALS FOR QUARTERMASTER SUPPLIES, Office Depot Quartermaster, 35 New Montscaled proposals, in triplicate, subject to usual
conditions, will be received at the office of the
Depot Quartermaster. New York city, until 1
o'clook P. M., September 28, 1904, Eastern Standard
time, and then opened, for furnishing and delivering at the San Francisco Depot, Cal., Stationery,
Kitchen Utensils, Army Ranges, Lawn Mowers,
Hardware, Paint, Oli, &c. The United States reserves the right to accept or reject any or all proposals or any part thereof. Information and blank
proposals will be furnished on application. Envelopes containing proposals to be marked "Proposals for Quartermaster Supplies, No. 6,970," and
addressed to the Depot Quartermaster, New York
ARMY BUILDING. Whitehall St., New York.

ARMY BUILDING, Whitehall St., New York, N. Y., Sept. 2, 1904.—Sealed proposais, in triplicate, will be received here until 1 c'clock P. M., Sept. 2, 1904. for manufacturing 175,000 Olive Drab Flanne; Shirts, in accordance with specifications and standard sample at this depot. Department will furnish flannel only. Instructions and blanks for bidding furnished upon application. Proposais must be signed by bidder, inclosed in sealed envelope and addressed to the undersigned, marked Proposal for Shirts, to be opened Sept. 22, 1904. G. S. HINGHAM, Maj. & Q. M., U. S. A., Depot Qr. Mr.

Qr. Mr.

PROPOSALS FOR ELECTRICAL GENERATORS and Switchboard. West Point, N. Y., September 7, 1904. Sealed proposals, in triplicate, will be received until 12 o'clock noon, October 6th, 1904, for the construction and installation of Generators, Motor Generators and Switchboard as per drawings and specifications in this office. U. S. reserve the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U. S. M. A.

PROPOSALS FOR CORLISS ENGINES. WEST POINT, N. Y., September 7, 1904. Scaled proposals, in triplicate, will be received until 12 o'clock noon, october 6, 1904, for the construction and installation of Corliss Engines for electric lighting as per drawings and specifications in this office. U. S reserves the right to accept or reject any or all proposals or any part thereof. Forms and specifications furnished upon application. Address Quartermaster, U. S. M. A. Sept. 6, 1904. Sealed proposals in triplicate for repairing jettles at mouth of Connecticut River, Conn., will be received here until 12 o'clock noon. Sept. 27, 1904, and then publicly opened. Information furnished on application. C. F. POWELL, Lt.-Col., Engrs.

OCEAN STEAMERS.

CREAT REDUCTION IN RATES. First class, \$40: second class, \$30 and upward, according to the Line, Steamer and Accommodation.

ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT.
MINNEAPOLIS.
MESABA
MINNETONKA
MINNETONKA
MINNEHAHA

RED STAR LINE.

Hamburg-American.

Semi-Weekly Twin-Strew Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG. Hamburg, Sept. 18, 10 AM | 1'Bluecher, Sept. 23, 10 AM | Pen'va, Sept. 17, 11:30 AM | Patricia, Sept. 24, 5 AM | Grillroom and f Gymassium on board. | Will call at Dover for London and Paris.

Mediterranean Service. New York—Naples—Genes.
By superb New Twin-Screw Steamers.
HAMBURG-AMERICAN LINE. Offices, 35 and 57 Broadway. Piers, Hobokes, N. J

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERHOURG—BREMEN.

Kalser... Sept. 18, 10 AM Kalser... Oct. 11, 10 AM
Kronprins. Sept. 20, 1 PM Kronprins. Oct. 18, 11 AM
K.Wm. III. Oct. 4, 11 AM K.Wm. III. Nov. 8, 230 PM
OELRICHS & CO... 5 Broadway, N. Y.

POOL TAKEN AT HIS WORD. Kentuckian Victim of Bowery Rye Goes Home in a Cab.

Dr. Michael Flood of Louisville, Ky. was arrested at Chatham square and the Bowery. The policeman unfeelingly told Magistrate Pool in the Tombs police court that he was intoxicated. "It is unusual for liquor to affect me,"

said the doctor. "It was the fault of your Bowery whiskey. If your saloon keepers had only given me the real old Kentucky product I would not have been brought

product I would not have been brought to this pass."

"I am afraid I will have to detain you until you sober up," said the Magistrate.

"Don't think of such a thing," said Dr. Flood. "I read in the papers about your idea of sending victims of too much liquor to their homes in cabs. Why not let me call a cab and go to Brooklyn, where I am stopping with friends?"

Magistrate Pool agreed. The cabman was warned not to stop until the doctor reached his destination, no matter how furious the Kentuckian's thirst might become.

OWN \$20,000,000 ALTON STOCK. Result of the Market Operations of the Rock Island Syndicate.

Those interested in Chicago and Alton Those interested in Chicago and Alton refused yesterday to comment on the acquisition of the road's control by men friendly to the Rock Island Company. It was reported, however, that the new interests had bought up quietly about \$4,500,000 of the common stock of the Alton's \$40,000,000 capital. The stock is said to have cost about \$9,000,000.

OCEAN STEAMERS.

ST. LOUIS EXPOSITION

ONE OF THE DELIGHTFUL ROUTES TO

The Old Dominion Line Norfolk & Western Ry.

from Nerfolk, Va. Tickets allow stop over at Old Point Comfort, Norfolk, Petersburg, and the leading summer resorts on line of the Norfolk & Western Ry. Permits also given for side trips to Virginia Beach and Natural Bridge, Va. These tickets, if desired, are good to return from St. Louis by any trunk line. For further information apply to

OLD DOMINION LINE, For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West, Freight and passenger steamers sall from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

CUNARD LINE To Liverpool, via Queenstown.

From Piers 51-52, North River.

Campania.Sept. 10, 6 AM | Umbria...Oct. 1, 10 AM Etruria...Sept. 17, 10 AM | Campania...Oct. 18, noon Lucania...Sept. 24, 5 AM | Etruria...Oct. 15, 10 AM | Etruria...Oct. 15, 10 AM | Etruria...Oct. 15, 10 AM | Sept. 20, noon | Carpathia, Oct. 4, noon Saloon sates from New York, 350; Second Class, 330 upward, according to steamer and accommodation. Mediterranean-Adriatic Service.

Slavonia...Sept. 18, noon | Ultonia...Oct. 18, noon Pannoma.Sept. 27, noon | Slavonia...Nov. 1, noon Apply 20 Broadway, New York.

VERNON H. BROWN, General Agent. From Piers 51-52, North River.

CRETE, TURKEY, GREECE. Magnificently appointed cruising yacht

"VECTIS,"

of the PENINSULAR & ORIENTAL S. N. Co.,
will leave London September 24, Marsellles October 22, visiting also Portugal, Madeira, Spain,
Algiers, Maita and Sicily.

International Sleeping Car Co., Agents, 281 Fifth Avenue (corner 30th St.)

STEAMBOATS.

STEAMER MARY POWELL, Leaving Desbrosses St. at 2:15 P. M. (Saturdays 1:45 P. M.); W. 22nd St., 3:30 P. M. (Saturdays 2 P. M.); 12sth St., on Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsia Rondout and Kingston. Orchestra on board.

BOSTON AND POINTS IN NEW ENGLAND.

PALL RIVER LINE for Newport, Pall RIVER, Boston and all Eastern and Korthern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 18, N. R., toot of Warren St., week days and Sundays at 530 P. M., PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTE and PILGRIM. Orchestra on each. Leave Pier 14, N. R., fool Mutray St., week days only at 8 P. M. N. R., fool Mutray St., week days only at 8 P. M. N. R., fool Mutray St., week days only at 8 P. M. N. R., fool Mutray St., week days Chip at 8 P. M. N. R., fool Mutray St., week days only at 8 P. M. NEW HAVEN LENE for New Haven, Hartford, Springfield and North from Pier 20, R., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield and North from Pier 20, E., 500 tol. Springfield an BOSTON AND POINTS IN

New Jersey Central Hook Hook Route New Jersey PromPtors Post Resorts Resorts

PEOPLES LINE

New YORK—ALBANT

New C. W. Morse Salling odd

dates in September, and Adirondack

ALTERNATING DAILY AND SUNDAY,

SPLENDID ACCOMMODATIONS. ORCHESTRA
Leave Pier H. N. R., foot of Canal St., 6 P. M. Direct rail connection at albany with express trains
to all points. Send 10c. for C. W. Morse Souvenits

SARATOGA AND REFUEN.

SARATOGA AND RETURN, \$3.20. Republican Convention, Sept. 14th, 6-day limit.

On the fast modern Steamers of the Maine S. S. Co. FORTHAND LINE

Is a Delightful. Refreshing, Week-end Trip. S-day
Sea Trips of Soo Miles without an Equal. Long
Island Sound by Daylight and by Soarchlight.
TUESDAYS, THUESDAYS AND SATURDAYS
Illustrated descriptive booklet, containing flati
of tours, free at tinket effice, 200 Broadway, cor.
Reade St., and Fier (New 22, East River New
York, or by mail. Telephone 1,300 Orchard. BOSTON, \$3.00. (DIRECT STRAMERS.) PROVIDENCE, \$2.00. Frem , Week day JOY LINE.

Saining from Pier 35, East River, foot Catharine St. HARTFORD LINE.

From New Pier 19. East River, foot of Peck Sip. daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated felder. TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 16th Sa. Pier daily, 6 P. M. except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

RAILROADS.

NEW YORK, NEW HAVEN & HARTFORD R. R.

Trains depart from Grand Central Station, 42d
St. and 4th ave., as follows, for
BOSTON, via New London and Providence—18:00,
1110:00, "110:00 P. M.
BOSTON, via New London and Providence—18:00,
110:00, "110:00 P. M.
BOSTON, via Willimantic—18:00 A. M., 17:00 P. M.
BOSTON, via Willimantic—18:00 A. M., 111:00, "4:00,
"11:00 P. M.
WHITE MOUNTAINS, ST. ALBANS and QUEBBC
—1118:40 A. M., 19:00 P. M.
PORTLAND and BAR HARBOR—18:00 P. M.
FITCHBURG, via Willimantic, Putnam and Wercester—18:00 P. M.
LAKEVILLE and NORFOLK, 19:15 A. M., 19:25 P.M.
WATERBURY and WINSTED—15:00, 16:00, 18:00, 11:007
11:007 (10 Waterbury) A. M., 11:25, 15:25 P.M.
WATERBURY and WINSTED—15:00, 16:00, 18:00, 16:00; 11:007 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:00, 16:00 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 16:02, 16:00 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:02, 16:00 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:03, 14:30, 15:01, 15:02, 15:01 (10 Waterbury) P. M., 11:02, 15:01, 15:02, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:01, 15:0 NEW YORK, NEW HAVEN & HARTFORD R. R.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta.
18:00 A.M.—For Binghamton and Syracuse.
10:00 A.M.—For Buñalo, Chicago and St. Louis.
21:00 P.M.—Pocono Mt. Special.
1:40 P.M.—For Buñalo and Chicago.
1:400 P.M.—For Buñalo Syracuse, Richfield Spiga.
1:400 A.M.—For Chicago.—Sleepers open at 9 P. M.
1:400 T.M.—For Chicago.—Sleepers open a

"America's Greatest Railroad."

NEWYORK

& HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE,

THE SIX-TRACK TRUNK LIBE.

Direct Route from

New York & Boston to Miagara Falls.

Trains depart from Grand Central Station, 42d street and Fourth Avenue, New York, as below:

North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers tea minutes after leaving Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS.

7:50 A. M.—IADIRONDACK & 1000 IDS. SPL.

8:50 A. M.—IADIRONDACK & 1000 IDS. SPL.

8:50 A. M.—IADIRONDACK & 1000 IDS. SPL.

8:50 A. M.—IARATOGA & MONTHEAL SPECIL.

1:60 P. M.—SOUTHWESTERN LIMITED.

1:60 P. M.—SOUTHWESTERN LIMITED.

1:60 P. M.—SOUTHWESTERN LIMITED.

1:60 P. M.—SOUTHWESTERN LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

5:30 P. M.—ALBANY AND TROY FLYER.

4:60 P. M.—DETROIT and CHICAGO SPECIAL.

5:30 P. M.—ALBANY AND TROY FLYER.

4:60 P. M.—WESTERN EXPRESS.

7:60 P. M.—WESTERN EXPRESS.

7:60 P. M.—WESTERN EXPRESS.

7:60 P. M.—MONTREAL EXPRESS.

7:60 P. M.—WESTERN EXPRESS.

7:60 P. M.—MONTREAL EXPRESS.

7:60 P. M.—BUFFALO & THOUSAND IDS. SPL.

9:20 P. M.—PACIFIC EXPRESS.

11:30 P. M.—CHICAGO & ST. LOUIS EXPRESS.

*Dally. Except Sunday. Except Monday.

11:30 P. M.—CHICAGO & ST. LOUIS EXPRESS.

*Dally. Except Sunday. Except Monday.

Telenbane '900 Sth Street for New York;

358 and 726 Fulton st. and 106 Broadway, Brooklyn.

Telenbane '900 Sth Street' for New York Central Cab Service. Baggage checked from hotel or residence by Westoott Express Company.

A. H. SMITH.

Gen'l Manager.

Gen'l Manager.

**THERM DETAILS DETAILS TARMS.

**THERM DETAIL AND TROY FLYERS.

**A BASITH.

**Gen'l Manager.

**THERM DETAILS DETAILS.

**THERM DETAILS AND TROY FLYERS.

**Gen'l Manager.

**THERM DETAILS AND TROY FLYERS.

**THERM N. & W. Office, 398 B'way, N. Y., or to O. D. S. S. Co., 81-85 Beach St., N. Y.

WEST SHORE R. R. (New York Central & Hudson River R. R., Leasee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 42d st., N. B.
*9:30 A. M.—Catskill and St. Louis Limited.
*1:245 P. M.—Rip Van Winkle Flyer.
*1:00 P. M.—Con. Lim. for Detroit. Chi. & St. Leuis.
*1:325 P. M.—Con. Lim. for Detroit. Chi. & St. Leuis.
*1:325 P. M.—Uister Express.
*6:15 P. M.—For Roch., Buffalo, Clevel'd & Chisago.
*1:500 P. M.—Roch., Buffalo, Clevel'd & Chisago.
*1:500 P. M.—For Syra, Roch., Nia, Falis, Det. & Chi.
*Dally. †Dally except Sunday. Baggage checked from hotel or resideace by Westcott Express.
A. H. SMITH,
Gen'l Manager Gen'l Pass'r Agent.

PENNSYLVANIA RAILROAD

**155 P. H. PITTSBURG SPECIAL

WASHINGTON AND THE SOUTH.

7:65, 8:25, *9:25, *0:55, *10:56 A. M., 11:25, *17:56, 2:10, (*3:25 *Congressional Limited *), *3:25, *4:25, *4:25, *25 P. M., 12:10 night. Sundsy, 8:25, *6:25, *10:56 A. M., 12:78, *17:55 (*3:25 *Congressional Limited, *) *3:25, *4:26, *4:25, 9:25 P. M., 13:10 night.

SOUTHERN RAILWAY—8:25, 4:25 P. M., 18:10 A. M., dally. ATLANTIC COAST LINE-A25 A. M. and a25 P. M. daly.
SEABCARD AIR LINE-1215 P. M. and 13:10 A. M. dally. NORFOLK AND WESTERN RAILWAT-828 P. M. NORFOLK AND WESTERN RALLWAY—225 F. M.
daily.
CHESAPRAME & OHID RAILWAY—225 A. M.
work-daya, 4:55 F. M. daily.
FOR OLLI POINT COMFORT and NORFOLK
—7:55 A. M. work-daya, 8:25 F. M. daily.
ATLANTIC CHIT—4:56 A. M. and 2:55 F. M. workdaya, Sundaya, 1:56 A. M. and 2:55 F. M. workdaya, Sundaya, 1:56 A. M. and 2:55 F. M. workdaya, Sundaya, 2:56 F. M. work-daya,
LONG BRANCH, ASEURY FARK (North Asbury
Park Sundaya, 2:36 Petal Pleasant, 8:35
A. M. 12:28, 1:263 (Schurdaya cally, 2:30-p) Long
Branch), 1:25 (Saturdaya cally, 2:35, 2:56, 3:25,
4:26 (except Long Branch), 4:36 and 6:36 F. M.
work-daya, Sundaya, 8:26, 8:25 A. M., and 6:35
F. M.

FOR PHILADELPHIA.

P. M.

POR PERLADELPHIA.

636, 728, 738, 228, 238, 222, 2426, 7428, 74023, 71025, 1135 A. M., 1328, 2128, 2138, 2138, 2138, 213, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 2138, 213

READING SYSTEM NEW JERSEY CENTRAL R. R.

NEW JERSEY CENTRAL R. R.

Liberty Sevent and South Ferry (Time from
South Ferry Sto minutes esciler than shown below.)

EASTWN. BETHLEBER. ALLENTOWN AND
MAUCH CHUNK—6450 (7:15 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

8:10 A. M., 120, 8:40, 8:50 (8:45 Baston sally)

10 A. M., 8:40 P. M. SUNDARS, 8:425 A. M., 150 P. M.

LAKEWOOD, LAKERUEST, TOME RIVER
AND BARNEGAT—8:40, 9:40 A. M., 18:40 P. M.

8:10 BARNEGAT—8:40, 9:40 A. M., 18:40 P. M.

8:10 BARNEGAT—8:40, 8:50 A. M., 18:40 P. M.

8:11:20 P. M. SUNDARS, 8:10 A. M., 12:40 P.

8:11:20 P. M. SUNDARS, 8:10 A. M., 12:40 P.

10:10 P. M. SUNDARS, 8:30 A. M., 12:40 P.

10:10 P. M. SUNDARS, 8:30 A. M., 12:40 P.

10:10 P. M. SUNDARS, 8:30 A. M., 12:40 P.

10:10 P. M. SUNDARS, 8:30 A. M., 12:40 P.

10:10 P. M. SUNDARS, 8:30 A. M., 12:40 P.

10:10 P. M., 12:15 mdt.

10:10 P. M., 12:15 mdt.

10:10 P. M., Reading, Potterille and Eartheburg

AND WILLIAMSPORT—4:40, 8:40, 7:50, 18:30

10:10 P. M., Reading, Potterille and Eartheburg

AND WILLIAMSPORT—4:40, 8:40, 8:40, 8:40

10:10 P. M., Reading, Potterille and Eartheburg

AND WILLIAMSPORT—4:40, 8:40, 18:40, 18:40

10:10 P. M., Reading, Potterille and Eartheburg

AND WILLIAMSPORT—4:40, 8:40, 18:40, 18:40

10:10 P. M., Reading, Potterille and Eartheburg

AND WILLIAMSPORT—4:40, 8:40, 18:40, 18:40

10:00, 11:00 A. M., 100, 200, 8:40, 4:40

10:00, 11:00 A. M., 100, 200, 8:40, 4:40

10:00, 18:00 P. M.

10:00, 10:00 A. M., 100, 200, 8:40, 4:40

10:00, 18:00 A. M., 100, 200

10:00, 11:00 A. M., 100, 200

10:00, 11:00 A. M., 10

BALTIMORE AND OHIO RAILROAD

ROYAL BLUE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR." Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 8:00 am. Except Sun, 10:00 am. Daily. Diner 12:00 noon, Daily. Diner 2:00 pm. Daily. Diner 2:00 pm. Daily. Diner 12:00 noon, Daily. Diner 2:00 pm. Daily. Diner 12:15 night Daily. Buffet 12:15 night Daily. Sleepers 12:15 night Daily. Chicago, Colambus. 12:55 pm. 2:00 pm. Diner Chicago, Colambus. 12:55 pm. 2:00 pm. Diner Pittsburg Limited 6:55 pm. 7:00 pm. Buffet Cincinnati, 8t. Louis 5:25 pm. 7:00 pm. Diner Cincinnati, 8t. Louis 5:25 pm. 6:00 pm. Diner Omces: 167, 261, 484, 1300 Broadway, 8 Astor Grand St., N. Y. 343 Fulton Street, Brooklyn; South Ferry and Liberty Street. To BALTIMORE and WASHINGTON

LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Desbrosses Sta. B.,

Daily * Except Sunday. Sunday changes: 87.25.

d1.15. e7.45. n5.25. x3.45